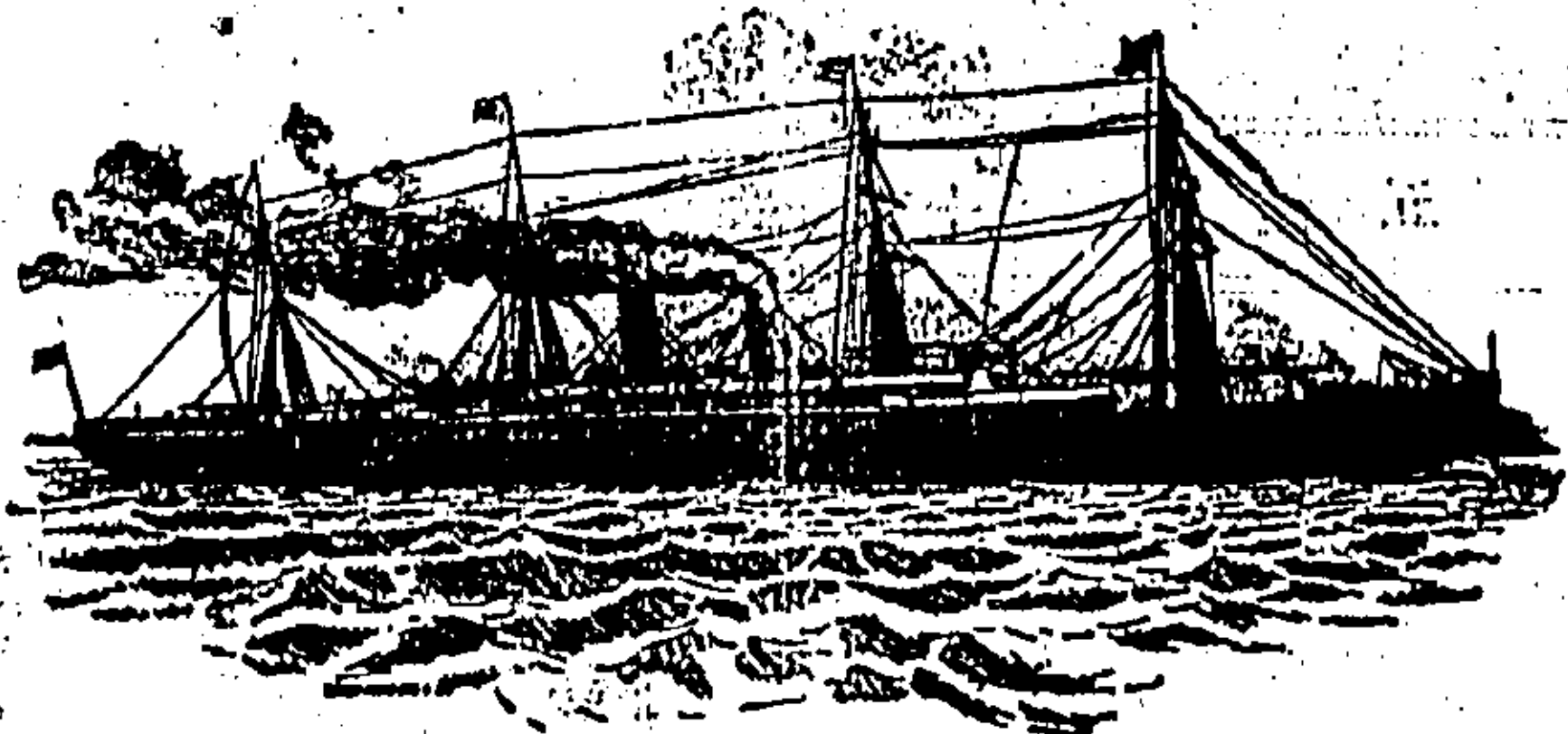


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"KOREA"	11,276 Gross Tons.	FRIDAY, 6th January, 1905, at Noon.
"COPTIC"	4,352 "	FRIDAY, 13th January, at Noon.
"SIBERIA"	11,284 "	TUESDAY, 24th January, at Noon.
"MONGOLIA"	13,639 "	FRIDAY, 3rd February, at Noon.
"CHINA"	5,060 "	FRIDAY, 17th February, at Noon.
"MANOUBRIA"	13,639 "	TUESDAY, 28th February, at Noon.
"DORIO"	4,784 "	SATURDAY, 11th March, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th 1903, 10 days, 15 hours.

THE P. M. Steamship "KOREA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on FRIDAY, the 6th January, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

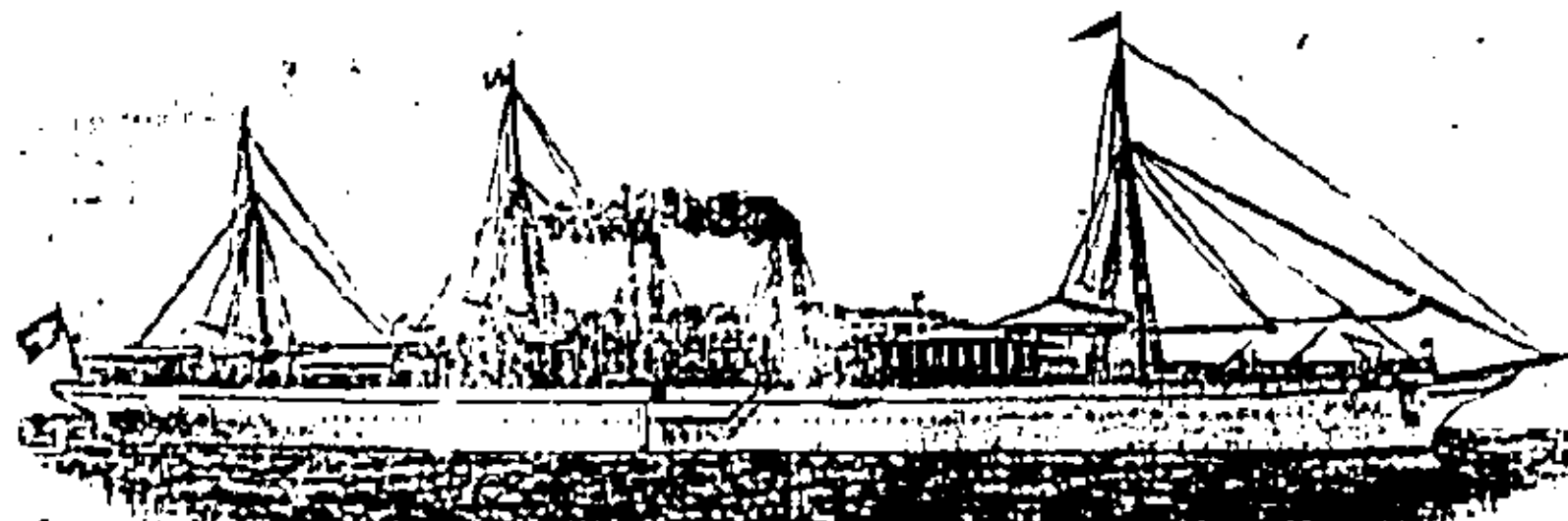
FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-door throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific. Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 27th December, 1904.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAVING 7 TO 10 DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPEROR OF CHINA"	6,000 Tons.	WEDNESDAY, 11th January, 1905.
"TARTAR"	4,425 "	WEDNESDAY, 21st January.
"EMPEROR OF INDIA"	6,000 "	WEDNESDAY, 8th February.
"EMPEROR OF JAPAN"	6,000 "	WEDNESDAY, 8th March.
"ATHENIAN"	2,440 "	WEDNESDAY, 15th March.
"EMPEROR OF CHINA"	6,000 "	WEDNESDAY, 29th March.

Hongkong to London, 1st Class

Hongkong to London, Intermediate

Steamers, and 1st Class Rail

THE magnificent Twin-screw "EMPEROR" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent,
9, Pedder's Street.

Hongkong, 30th December, 1904.

HAMBURG-AMERIKA LINIE.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ARMENIA	HAVRE and HAMBURG.	3rd January.
For F. D. LAISZ	(Calling at S'PORE, PENANG & COLOMBO).	Freight.
C. F. D. LAISZ	HAVRE and HAMBURG.	10th January.
For F. D. LAISZ	(Calling at S'PORE, PENANG & COLOMBO).	Freight.
AMERICA	HAVRE and HAMBURG.	22nd January.
For F. D. LAISZ	(Calling at S'PORE, PENANG & COLOMBO).	Freight.
SITHONIA	HAVRE and HAMBURG.	27th January.
For F. D. LAISZ	(Calling at S'PORE, PENANG & COLOMBO).	Freight.
ARCADIA	HAVRE and HAMBURG.	7th Feb.
For F. D. LAISZ	(Calling at S'PORE, PENANG & COLOMBO).	Freight.
ANDALUSIA	HAVRE and HAMBURG.	21st Feb.
For F. D. LAISZ	(Calling at S'PORE, PENANG & COLOMBO).	Freight.
SAMBIA	HAVRE and HAMBURG.	7th March.
For F. D. LAISZ	(Calling at S'PORE, PENANG & COLOMBO).	Freight.
PHENANIA	HAVRE and HAMBURG.	21st March.
For F. D. LAISZ	(Calling at S'PORE, PENANG & COLOMBO).	Freight and Passengers.

For further particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 29th December, 1904.

TSIN TING.

HIGHEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 30th July, 1904.

THE AMERICAN SYSTEM

DENTISTRY.

M. H. CHAUN, D.D.S.,

37, DES VOUX ROAD CENTRAL, HONGKONG.

From the University of Pennsylvania, U.S.A.

Hongkong, 4th June, 1904.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	2,363 tons.	Captain H. D. Jones.
"POWAN"	2,338 "	R. D. Thomas.
"FATSHAN"	2,260 "	W. A. Valentine.
"HANKOW"	3,073 "	C. V. Lloyd.
"KINSHAN"	1,995 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN"

Departures from Hongkong to Macao on week days at 2.30 P.M.

Departures on Sundays at 12.30 P.M.

Departures from Macao to Hongkong daily at 8.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN"

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at 8 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM"

"NANNING"

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at 8.30 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 29th November, 1904.

JAVA-CHINA-JAPAN LINE.
REGULAR FOUR-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAPAN	Second half January.	JAVA PORTS	Second half January
TJILATJAP	JAVA PORTS	First half January	JAPAN VIA SHANGHAI	First half January
TJIMAH	JAVA PORTS	Second half January	JAPAN VIA SHANGHAI	First half February

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE

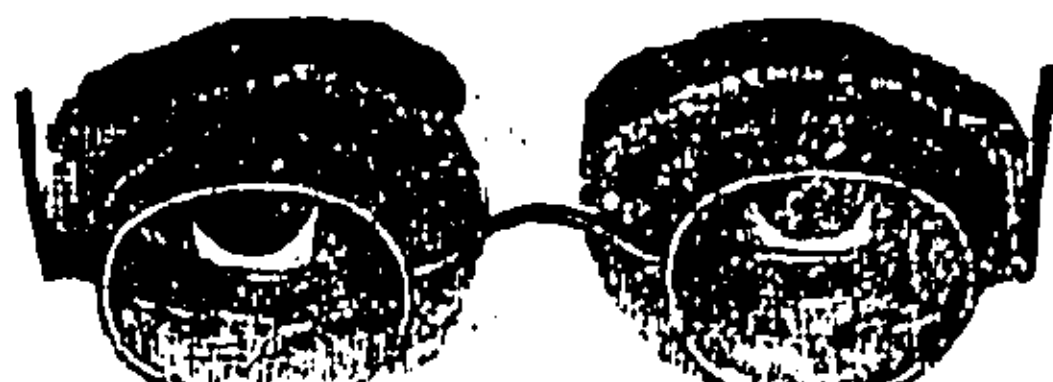
JAVA-CHINA-JAPAN LINE.

Telephone No. 374.

ALEXANDRA BUILDINGS, 3rd Floor.

Hongkong, 27th December, 1904.

Intimations.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,

10, D'AGUILAR STREET, HONGKONG.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper Glasses to Correct and Cure.

Prescription lenses ground on the premises. All work guaranteed.

Sun Glasses are useful and give the effect of coolness.

Prices from \$2.00.

A. S. TUXFORD, Manager.

Hongkong, 1st October, 1904.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
CHAUNTS, NAVAL CONTRACTORS,
AND GENERAL COMMISSION AGENTS.

16, DES VOUX ROAD CENTRAL, HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTIENS GENUINE COMPOSITION RED HAND BRAND HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

REASONABLE PRICES.

Hongkong, 15th December, 1903.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES. "OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.

40, QUEEN'S ROAD, Watson's Building.

Hongkong, 22nd November, 1904.

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN

1st House Road.

IS now in a position, in his New and Com-

modious Premises, to equip, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED

in the Colony or in any part of the Far East.

GROUPS AND VIEWS

a specialty.

Hongkong, 22nd November, 1904.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft., bottom 45.8 ft. (Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captain and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 508; General, No. 876.

Telegrams, "Dock, Yokohama," Codes A I and A B C. (4th).

Yokohama, May 11th, 1903.

D. NOMA, TATTOOER.

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.

Hongkong, 16th November, 1904.

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to BOOK CARGO AND ISSUE BILLS OF LADING TO SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY FROM SEATTLE, as hitherto, by the Steamers of the NORTHERN PACIFIC S. S. Co., BOSTON STEAMSHIP and TOWBOAT CO., OCEAN S. S. Co. and CHINA MUTUAL S. S. Co.

For further Particulars, apply at the Company's Local Branch Office in PRINCE'S BUILDINGS, First Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 20th May, 1904.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. ... Every 30 minutes.

7.30 a.m. to 8.00 a.m. ... Every 10 minutes.

8.00 a.m. to 8.30 a.m. ... Every 15 minutes.

8.30 a.m. to 9.00 a.m. ... Every 10 minutes.

9.00 a.m. to 9.30 a.m. ... Every 15 minutes.

9.30 a.m. to 10.00 a.m. ... Every 15 minutes.

10.00 a.m. to 10.30 a.m. ... Every 15 minutes.

10.30 a.m. to 11.00 a.m. ... Every 15 minutes.

11.00 a.m. to 11.30 a.m. ... Every 15 minutes.

11.30 a.m. to 12.00 p.m. ... Every 15 minutes.

12.00 p.m. to 1.00 p.m. ... Every 15 minutes.

1.00 p.m. to 1.30 p.m. ... Every 15 minutes.

1.30 p.m. to 2.00 p.m. ... Every 15 minutes.

2.00 p.m. to 2.30 p.m. ... Every 15 minutes.

2.30 p.m. to 3.00 p.m. ... Every 15 minutes.

3.00 p.m. to 3.30 p.m. ... Every 15 minutes.

3.30 p.m. to 4.00 p.m. ... Every 15 minutes.

4.00 p.m. to 4.30 p.m. ... Every 15 minutes.

4.30 p.m. to 5.00 p.m. ... Every 15 minutes.

5.00 p.m. to 5.30 p.m. ... Every 15 minutes.

5.30 p.m. to 6.00 p.m. ... Every 15 minutes.

6.00 p.m. to 6.30 p.m. ... Every 15 minutes.

6.30 p.m. to 7.00 p.m. ... Every 15 minutes.

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10.00 p.m. to 10.30 p.m. ... Every 15 minutes.

10.30 p.m. to 11.00 p.m. ... Every 15 minutes.

11.00 p.m. to 11.30 p.m. ... Every 15 minutes.

11.30 p.m. to 12.00 a.m. ... Every 15 minutes.

TELEGRAMS

(Reuter's.)

Protesting Against The War.

A banquet of 1,000 people has been given at Pavlov Hall, St. Petersburg, to protest against the war; the day chosen was the anniversary of the revolution of 1825. The speakers who declared that the restoration of peace was hopeless so long as Russia had no constitution, were vociferously applauded.

A meeting of Zemstvos in the province of Moscow, became a very excited one, and caused demonstrations in the streets, where thousands who were unable to obtain admission cheered noisily.

LATER.

The assemblage at the Pavlov Hall was widely representative; it was called a banquet to evade the prohibition against meetings and was only concluded at 2.30 a.m. The speeches were the most fervid; a resolution denounced the war and demanded a legislature, elected by means of the ballot. The President and forty members of the Chernigov Zemstvo have resigned in consequence of a Communiqué; the branch therefore has been dissolved. Prince Galitzene and the Mayor of Moscow have resigned. These and other incidents indicate the growing ferment.

The recent Decree of the Tsar is so worded that it is variously regarded as conceding much and as conceding nothing beyond vague promises, meanwhile the unqualified language of the Government Communiqué causes deep disappointment to the Reformers. The Moscow Zemstvo has adjourned indefinitely after adopting a resolution declaring that the Delegates are so concerned at yesterday's Communiqué that they are unable to conduct the business of the branch with the necessary calm.

British Naval Base in the North Sea.

It is reported that the idea of a naval base at the Firth of Forth has been shelved, Admiral Sir John Fisher desiring to devote all the money available to the construction of new ships.

The Neutrality of Holland.

It is pointed out at The Hague that the neutrality of Sabang will be maintained by two battleships, two armoured cruisers, a gunboat and four destroyers which are now there, while three other battleships are now in the neighbourhood, and two more warships are leaving Holland as a reinforcement.

BOWLS AT KOWLOON.

Yesterday afternoon at the Kowloon Bowling Green a number of interesting matches took place. The semi-final for the Neish Cup, the trophy presented by the well-known chief engineer of the *Empress* line of that name, was played, Mr. W. Deas beating Mr. J. Ramsay by 21 points to 16, and Mr. J. Haxton, after a very close and exciting game, defeating Mr. G. Edwards, 21-19. The finalists, Messrs. Deas and Haxton will play off on Monday afternoon, the game being fixed to commence at 3.30. Messrs. J. Gow and G. Baxter played the semi-final for the Taylor Bowls, presented by the well-known Glasgow firm of bowl makers, who have supplied all the bowls for the Kowloon Club since its inception. Mr. Gow came out the winner by 21 points to 19, the game being full of interest to the on-lookers.

EX-KING MARRIED.

ROMANTIC WEDDING OF A DETHRONED RULER.

Nam Nghi, ex-King of Annam, was married at the Cathedral, Algiers, to Mlle. Laloe, a French lady, and a daughter of the judge of the Algiers Court.

The ex-King made his wife's acquaintance under romantic circumstance. He was sketching one day last summer in the forest of Fontainebleau, where Mlle. Laloe, who has artistic tastes, observed the painting and entered into conversation with the picturesquely attired artist, unaware that he was a dethroned Oriental potentate.

The acquaintance ripened, and the Prince proposed marriage. Nam Nghi is a fine violinist as well as a talented landscape painter, and speaks French fluently. He is thirty-four, of a slight figure, and his features are handsome and mobile, although his complexion is of a reddish olive tint.

He was dressed at his wedding in Annamite costume consisting of a dark violet silk scarf covering his chin, a long rich but sombre-coloured silk vestment with wide sleeves, black silk trousers, and patent leather boots. A crowd of 5,000 persons gathered to watch the marriage ceremony. The dethroned King's best man was the Governor-General of Algiers. The procession proceeded to the City Hall, where the Mayor of Algiers performed the civil ceremony.

The bridegroom seemed somewhat nervous and emotional, but when he saw his bride smiling at him he plucked up his courage and answered the usual questions in a firm voice. After a speech from the mayor and a reception of the bridegroom's friends, the entire party, led by Nam Nghi and his bride, drove to the Archbishop's chapel, where the religious ceremony was privately performed.

HONGKONG MORGUE.

FIGHTING THE PLAGUE MICROBE.

The importance of maintaining a thoroughly efficient and well-equipped bacteriological institute is well recognised among the medical profession in the East, and the numerous visits of eminent medical men to Hongkong, Singapore and the Far East generally have given a stimulus to the subject. The ordinary lay member may not always be the force of these research movements, especially when it is remembered that doctors themselves, almost as a matter of professional pride, are determined to disagree. However, Hongkong has so long been tormented by plague visitations that anything which promises to reveal the first symptoms in the Colony and especially to eradicate the pest will be heartily welcomed. At present the Government, or rather the Public Works Department, are engaged in the erection of a new bacteriological institute where experiments will be conducted and infected cases investigated. It will be nine months yet before the institute is ready for occupation, and in the meantime all research is being carried out at the new buildings which were recently completed at Hill Street and taken possession of practically without comment.

THE MORGUE.

In the future when the institute is occupied the buildings in Hill Street will be reserved for morgue purposes, but in the meantime all the work of Dr. Hunter, the bacteriologist in Hongkong, and his Chinese staff, is centred there. Like all Government buildings it is plain to the point of severity. There is not a piece of ornamental work about it; the hand of the utilitarian is everywhere visible. But a short walk over the structure shows that it is admirably fitted for the purpose to which it will soon be exclusively devoted.

There are two large chambers which have been set apart as the mortuary. Each chamber has sixteen slate tables, and all the appliances necessary for such a place are installed. The windows are covered from top to bottom with a very finely-strung gauze. The walls are laid with white sanitary bricks and round the rooms is a water channel. There is not a corner, properly speaking, in the chamber, so that dirt can effect no lodgement. Besides each of the rooms is thoroughly cleaned and disinfected from top to bottom daily. The floors are of concrete, and the walls round the entire range of buildings are cemented and fitted with water channels. Indeed, the place is a model of cleanliness.

SEARCHING FOR PLAGUE SYMPTOMS.

Two of the tables, when the pressman went round the buildings the other day, were covered with dead rats of all sizes. They had been operated on with the object of finding out whether there was any infectious disease about the Colony and they lay there waiting the result. Every day in the year, special men are catching rats in every district of the city. Now and then a rat is killed in the public street and even it is sent to the mortuary. A label is attached to its tail, showing when and where it was killed and then the bacteriologist comes in. Should the slightest evidence of plague, cholera or other contagious disease appear in the heart or spleen, the place whence the rat showing these symptoms came, is disinfected outside and in. "What happens when a rat is killed in an open space, and that rat is found to be infected?" The answer was that nothing could be done, except to keep a stricter lookout for further signs of disease in the vermin brought from houses.

DISEASE GATHERERS.

It is a canon that when disease is about to appear in the city, it first makes itself known through the medium of rats. How these rats have contracted the disease, whether they have come from infected ports like Canton, say, and managed to escape ashore, it is impossible to say. But once the disease is seen, then the authorities start in to work; the rats of Hongkong are like railway fog signals, or weather forecasts—indeed, they are rather more reliable than the clerk of the weather as a rule. A mortuary, even if it be also a place of research, is, of course, hardly a pleasant place to view. With its dead chambers, its cellars for coffins, and so forth it forms somewhat grisly subject. Coming to the other rooms, one is occupied with a full set, or what will be in a short time a complete outfit, of bacteriological appliances. What is at present the office where Dr. Hunter is usually engaged, is also filled with evidences of research, including the inevitable tubes full of living bacteria.

As already stated, the buildings are spotlessly clean, as they doubtless have to be, and have been constructed on the most modern principles. Dr. Hunter is assisted by several trained Chinese in his ordinary work, which leaves him a modicum of time for his purely scientific labours. The place is situated on a steep hill, and is entirely clear of any buildings for a considerable distance on either side. As for the new institute, which is in course of construction, it will be one of the most efficient in this part of the world, but it is too early yet for a detailed account of it, only a vague idea of its proportions and appearance being as yet obtainable.

THE WEATHER.

The following report is from Mr. J. I. Plummer, Chief Assistant of the Hongkong Observatory.

On the 30th at 11.45 a.m. The barometer has risen considerably over the interior of China and fallen slightly in Japan and over parts of the Pacific.

The anticyclone lying over Central China has thus become more marked and gradients upon the coasts are in consequence steeper. Strong N.E. monsoon will be met with in the Formosa Channel and to the northward and strong N. to N.E. winds northern part of the China Sea.

Forecast—Strong N. to N.E. winds, sea

THE OVERDUE "LEGASPI."

Manila exchanges confirm the report in our columns concerning the *s.s. Legaspi*, for which Messrs Barretto and Co. are the local agents. The *Cablenews* of the 24th inst. says—

No news has as yet been received of the steamship *Legaspi*, now overdue six days. Antonio Yribar, her captain, the owners of the steamer, received an answer to their cable from their agents in Hongkong yesterday stating that the *Legaspi* left that port at 4 p.m. last Thursday with a full cargo. At present there is not the slightest clue to her whereabouts and the anxiety concerning her is at an acute stage.

Mr. Yribar yesterday morning called on Governor Wright and requested him to take such steps as lay in his power to solve the mystery of her disappearance. The Governor communicated with Admiral Stirling who replied in a practical manner by sending the naval collier *Nanshin* yesterday afternoon in search of the unfortunate vessel, with orders to stay out until she was found, or proven to have foundered. Captain Frideaux is in command of the *Nanshin*, and if a week of search reveals nothing, the presumption of disaster almost relegates itself into a certainty.

Alvise, a former passenger on the *Legaspi* under the same captain, was in the office of the company when the *Cablenews* representative called, and stated that on the occasion of his trip the captain had before the wind when the weather became rough.

The described Captain Yribar as a cautious, capable man, and scouted the idea of disaster, saying that he had not the slightest doubt of her safety, as the recent monsoon furnished an explanation of the delay to his mind. Mr. Yribar pointing to a large map said that he thought it quite possible the steamer was at this moment either on the Maclesfield bank, a half submerged sand spit in lat. 16 long., 135 approx. westerly, or on Scarborough reef another low body of land lying in the neighbourhood of lat. 15 long. 138. He simply hazarded these as guesses, as they both lay in the general direction in which the boat would be blown drifting helplessly before the wind.

The persistence of the small Chinese merchants, who were constantly calling up to inquire after the boat, was both exasperating and amusing. The large quantity of poultry which is aboard is divided amongst a dozen or more of them, and the mournful expression on their faces as each time they are informed that nothing has been heard of the steamer, made even the agent, worried beyond expression though he is, to laugh despite his grief.

The entire mercantile community is very grateful to Admiral Stirling for his prompt action in the matter. The Admiral states in reply that he is only too glad to be of any assistance in relieving the general suspense concerning the fate of the boat.

WHAT MANCHURIAN COLD IS LIKE.

BY ONE WHO HAS EXPERIENCED IT.

The past week or so in Hongkong has been chilly enough for most of us and it is with a shudder that one contemplates the terrors of the Manchurian snap. The wind is the terror of the people in that part. In its absence the sun shines so brightly that the dry cold is hardly felt. But when it suddenly swoops down upon the country no covering of furs is sufficient to keep out the awful and piercing cold, and life is next door to unbearable in the open, even by day, and the lot of troops camped to outpost duty and sentry-go by night is lamentable to contemplate. A correspondent has seen trains arrive at Harbin so thickly covered with ice that pickaxes were necessary to remove it, the leading carriages being smothered with a rugged glacial carapace from the steam of the engines as they faced its terrible influence.

The climate of the present theatre of war may be described as oscillating between two extremes, for while in winter the cold in certain districts can be most severe, in summer the sun shines in the skies like a burning copper disc, and the thermometer rises to nearly one hundred degrees Fahrenheit in the shade. In winter forty-nine degrees below zero, or eighty-one degrees of frost, is the lowest actually recorded in Manchuria; but it is said that the Roman Catholic mission stations north of Kirin have noted ten or fifteen degrees lower. It is no exaggeration to say that the country to the north and west is one of the coldest parts of the world.

Outward the climate improves, but it is still quite severe enough in winter. Even New-chang has registered fifty degrees of frost, although this is exceptional, and, generally speaking, the average winter minimum is not much below zero Fahrenheit.

At Dalny and Port Arthur, although the cold is bitter, the sea does not freeze to any great extent, and ships can leave both ports at all times of the year.

It is remarked that some writers have been picturing the operations of the armies impeded by heavy winter snow-storms. This is an error, for in Southern Manchuria snow does not fall to any great extent, and in the more northerly districts, unless heavy falls occur at the very beginning of winter, it rapidly becomes much too cold for snow. One important feature of the winter campaign should be noticed, namely, that the losses of both armies are likely to be much heavier, if only for the fact that the much thicker clothing worn by the troops, when carried by bullets into the wounds, will have the effect of rendering injuries much more dangerous and difficult to heal.

UNEMPLOYED EUROPEANS.

The Rev. J. H. France begs to acknowledge the following donations in response to his letter in yesterday's issue:—

S. R. F. £55
B. £15
C. Wilcockson £10

NAVAL NOTES.

THE DOGGER BANK AFFAIR.

(From our Naval Correspondent.)

On the North Sea Outrage so far as we can judge from the evidence as it reads in the home papers, little extension can be found for the action of the Russian Fleet in firing on the North Sea trawlers. It, however, appears that the firing was carried out not from the ships which actually turned their search lights on to the fishermen, but from others accompanying them. This may of course be in part accounted for from the fact that it would be exceedingly hard to distinguish guns fired from, as it were, the very eye of the light on account of the direct glare as anyone who has had the light from one of our warships flashed on him would fully realise. On the other hand, it must not be forgotten that it is impossible to distinguish any but the most general features of a ship lit by another ship's light especially when it is a case of looking through the beam of the light which is composed of an infinite number of little dust particles which catch the light and reflect it away in so much absolute waste so far as lighting the object is concerned. More than this, each of these little reflectors helps to constitute a glare which lessens any contrast and dazzles the spectator. Take a trawler's funnel, for instance, with her distinguishing number painted on it, how will it show up through this glare of minute particles? Colour, it must be remembered, is caused by the absorption of all light not calculated to produce the particular sensation which is associated with that particular colour in our mind. Consequently, colours are less brilliant than white light. We know that the dust particles reflect a large amount of white light from our observation and it is therefore only a light more intense that will show up against them. On the funnel there is a very dense collection of particles, for it is a solid substance and it will therefore reflect a proportionately greater amount of white light.

It is the difference in amount reflected that will show only, by contrast, and the funnel will appear white upon a hazy white background. In short, only the effect of some sharply defined but ill contrasted object taking upon it the nature of a ship will be observed.

The Russians having their nerves in a raw state would therefore find it a great deal harder to distinguish a trawler from a torpedo-boat than the ordinary public imagine. The extraordinary part of the affair seems to be the want of intelligence displayed in imagining that torpedo boats would display lights and fire rockets under an enemy's nose and the apparent ignorance of the kind of craft which would be expected to be falling in with in the vicinity of the Dogger Bank.

Moreover, where were the scouting ships and why had they not reported a fishing fleet in sight long before the battleships came up with it, or if they had any doubt as to its being a bona-fide fishing fleet why had not a small and fast cruiser been sent to investigate without endangering the more valuable battleships and the bulk of the fleet by steaming into the midst of what one must presume the Russians to have taken for a collection of suspicious vessels? We shall await the answer to these questions with some interest when the evidence of the responsible officers is forthcoming.

THE S. S. "WORKFIELD."

Through the courtesy of Messrs. Gilman and Co. we are able to give some further authentic details regarding the loss of the *s.s. Workfield* when she struck the uncharted rock off Swatow. Captain Broadbent proceeded at full speed, with a view to reaching one of the bays to the north of Breaker Point, but the vessel was apparently seriously damaged and was making water fast. She then began to sink by the fore, and became quite unmanageable, so that after consultation with the officers and crew, it was decided to take to the boats, and this was done with no unnecessary loss of time. The boats remained alongside the wreck until daylight on the 25th inst., when only a little of her stern was visible above water, the vessel having gone down by the head. She was then abandoned, and the boats were headed for the nearest land. It is believed that the *Workfield* went down in between fourteen and fifteen fathoms of water, with the Cape of Good Hope bearing 144 miles to the north-east of wreck. It is understood that Lloyd's agent is at Swatow have stated that any salvage of the ship or her cargo is absolutely out of the question, seeing the position in which she lies, the nature of her cargo, and the depth of water in which she went down. As she is a source of danger to navigation, lying as she does in the track of coasting steamers, it is stated that steps are being taken by the Customs to remove the obstruction, and have it buoyed in the meantime. The usual warning to mariners has been issued by the Harbour authorities at this port.

M. M. Co.

ITS EXPANSION.

A short time ago, public attention was called to the expansion and the great prosperity of the Messageries Maritimes Company and their purchase of four of the well-known boats of the East Asiatic Company. It was also stated that the Company had, besides buying these ships, ordered the construction of others. These have now been launched in the shipbuilding yard of La Ciotat, and have been named *Langsen*, *El Karlaur*, *Euphrate*, and *Gange*; they are all vessels of 8,000 tons.

DIVIDENDS.

The preference shares of the Messageries Maritimes are now entitled to a dividend of 5 per cent. in priority to the ordinary shares, but after a like dividend has been paid on the old shares, they divide, and rank equally for any further profits. The two classes of shares are in other respects equal, and in the event of liquidation both rank without distinction for any partition of assets.

HEMP PROSPECTS.

In their report of 15th inst., Messrs. Warner, Barnes & Co., Ltd., writing from Madrid, state—

The market has continued firm since our last circular and arrivals have all found buyers on basis of P. C. 25.50 to P. C. 23 for current, P. C. 26 for good current, and P. C. 27.50 for Leyte.

Fine hems have been neglected owing to small demand from consuming quarters. In our opinion the apparent over-supply of fine hemp is pretty certain to be only temporary as the increased demand for current and under will naturally tend to making these grades. Generally speaking, the owner and native naturally clean hemp in the way that brings the best result to themselves, and as the waste and labour of cleaning fine hemp is immensely greater than in preparing current and lower grades it is always difficult to get the native to persevere in producing the higher quality, especially if they do not meet a ready sale.

In our circular of 30th September we estimated the total production for 1904 at 91,000 to 95,000 bales, and it looks to-day as if our figures would fully cover the actual result.

Regarding 1905, the month of January is likely only to produce a very moderate supply, as the weather in the producing districts is now very wet, and the roads very heavy, and natives still partly engaged with paddy. This return to planting in the hemp districts must not be lost sight of in speculating about coming supplies, as undoubtedly it detracts somewhat from labour available for cleaning hemp. It must also not be forgotten that plantations in some districts are still suffering from over-cutting in the past also that Samar is much disturbed by malcontents, and parts of the interior of Aghay not so peaceful as might be wished. On the other hand, in some districts production is doubtless extending, and the demand for lower grades means also a larger supply generally, owing to the economy in labour and waste.

We are inclined to think, supposing prices are fairly maintained, that the production in 1905 of 95,000 bales, would be a probable result.

COMMERCIAL.

Quotations for the week close as follows:—

Indo-China	112 1/2 b.
H.K. C. & Macao Steamboats	28 s.
China Sugars	227 s.
Hongkong Docks	216 s.
Farnham	175 s.

The natives of Kwangtung and Kwangsi are, strange to say, well adapted to the climatic conditions existing in Yunnan, for which reason the French Consul is securing a large supply of native labour.

To-day's Advertisements.

HONGKONG RIFLE ASSOCIATION.

THE COMPETITION TO-MORROW (Saturday), the 31st inst., will be for SPOONS, commencing at 2.30 p.m. RANGES—200, 300 and 600 yards. Seven Shots and a Sigher at each Range. Practice for Imperial Match.

MOWBRAY S. NORTHCOTE, Hon. Secretary. Hongkong, 30th December, 1904. [153]

FOR SALE OR TO LET, AT THE PEAK.

NOS. 2 AND 3, GOUGH HILL.

AN ELEVEN-ROOMED HOUSE with Dressing, Drying and Bath-room; partly furnished; distant thirteen minutes by chair from the Tram; fitted with superior baths and with hot and cold water; large Kitchen; Laundry and Servants' Quarters. Can be used as one dwelling or divided into two.

For Particulars and Terms, apply to— SHEWAN, TOMES & Co. Hongkong, 30th December, 1904. [1398]

NOTICE.

THE Proprietor begs to notify the public that any Claims against the VICTORIA HAIR DRESSING SALOON must be sent in to J. T. TAVARES, 28, Morrison Hill Road, Hongkong, 30th December, 1904. [1400]

WO SHUN STEAMBOAT COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the WO SHUN STEAMBOAT COMPANY, LIMITED, will be held at the Registered Office of the Company, No. 138, Connaught Road, Victoria, Hongkong, on MONDAY, the 9th day of January, 1905, at 2 o'clock in the afternoon, when the subjoined Resolution which was passed at the Extraordinary General Meeting held on the 22nd day of December, 1904, will be submitted for confirmation as a Special Resolution.

RESOLUTION. That the Capital of the Company be increased to \$140,000 by the creation of 900 New Shares of \$100 each.

By Order of the Board, HUNG HING CHUN, Manager. Dated 30th December, 1904. [1401]

NOTICE.

IT is hereby notified that on and after TUESDAY, the 3rd January, 1905, the SUPPLY OF WATER will be turned on in the Public Mains in the PEAK DISTRICT during the following hours only:—

PEAK DISTRICT.

From Peak to Victoria Gap from 6 A.M. to 7 A.M. From Victoria to District bounded by Plantation Road from 7 A.M. to 8.30 A.M. In Mount Gough District from 8.30 A.M. to 9.15 A.M. In Mount Kellett District from 9.15 A.M. to 11 A.M. In Barker Road from 6 A.M. to 8 A.M. In Magazine Gap District from 8 A.M. to 10 A.M. (Signed) P. N. H. JONES, Water Authority.

Public Works Department, Hongkong, 30th December, 1904. [1402]

To-day's Advertisements.

HONGKONG HOTEL.

DINNER, DECEMBER 31ST, 1904.

HORS D'OEUVRES.

Anchovy, Canapes, Omelette.

SOUP.

Potage a la Reine.

FISH.

Salmon Au Gratin.

ENTREES.

Grilled Fillet of Beef a la Jardiniere.

Sweetbread, Cotelettes and Mushrooms.

Cabbage, Fricassee.

CURRY.

Oyster Curry.

JOINTS, &c.

Roast Ribs of Beef.

Roast Phasant and Bread Sauce.

Boiled Chicken and Celery Sauce.

Cold Sheep's Head in Wine and Cauliflower Salad.

SWEETS.

Arrowroot Pudding.

Vanilla Ice Cream and Ginger Cake.

Apple Tart.

DESSERT.

Coffee. Fruits. [1399]

THEATRE ROYAL.

CITY HALL.

FAREWELL OF THE LITTLE FAVOURITES.

FOR THREE NIGHTS ONLY.

POLLARD'S LILLIPUTIAN OPERA COMPANY.

TO-NIGHT (FRIDAY), December 30th.

"THE LADY SLAVE."

TO-MORROW (SATURDAY), December 31st.

AND MONDAY, January 2nd.

(For the First time in Hongkong).

"KING DODO."

TO-MORROW (SATURDAY), at 3.30 P.M.

"THE LADY SLAVE."

PRICES AS USUAL.

Box Plans at the ROBINSON PIANO Co.

Hongkong, 30th December, 1904. [1399]

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship.

"KOREA."

The above Steamship having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for Consignment and to take immediate delivery of their goods from alongside.

Cargo impeding discharge and undelivered by TUESDAY, the 3rd proximo, at Noon, will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

E. W. TILDEN, Agent.

Hongkong, 30th December, 1904. [1]

Intimation.



THE POPULAR SCOTCH IS "BLACK & WHITE"



JAMES BUCHANAN & CO. SCOTCH WHISKY DISTILLERS.

By Appointment to H.M. THE KING and H.R.H. THE PRINCE OF WALES.

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from the principal Stores.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"PRIAM"	30th December.
GLASGOW and LIVERPOOL	"WYCASTLE"	3rd January, 1905.
GLASGOW and LIVERPOOL	"GLAUCUS"	10th January, "
GLASGOW and LIVERPOOL	"AJAX"	16th January, "
GLASGOW and LIVERPOOL	"TYDEUS"	24th January, "
GLASGOW and LIVERPOOL	"PAKLING"	25th January, "
GLASGOW and LIVERPOOL	"IDOMENEUS"	26th January, "
GLASGOW and LIVERPOOL	"PROMETHEUS"	31st January, "

S.S. "PRIAM" left Singapore at daylight on the 24th inst., and may be expected to arrive here about the 30th.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"MOYUNE"	3rd January, 1905.
AMSTERDAM, LONDON & ANTWERP	"HYSON"	17th January, "
GENOA, MARSEILLES & L'POOL	"HECTOR"	20th January, "
AMSTERDAM, LONDON & ANTWERP	"PRIAM"	31st January, "
AMSTERDAM, LONDON & ANTWERP	"GLAUCUS"	14th February, "
GENOA, MARSEILLES & L'POOL	"AJAX"	20th February, "
AMSTERDAM, LONDON & ANTWERP	"IDOMENEUS"	28th February, "

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR STEAMER TO SAIL.

VICTORIA, SEATTLE, TACOMA, and
all PACIFIC COAST PORTS, via
NAGASAKI, KOBE and YOKOHAMA.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 29th December, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"TAMING"	3rd January.
KOBE	"TAIYUAN"	3rd "

PORT DARWIN, THURSDAY ISLAND,
COOKTOWN, CAIRNS, TOWNSVILLE,
BRISBANE, SYDNEY & MELBOURNE.

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 29th December, 1904.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA	SATURDAY, 31st Dec., at 10 A.M.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 7th Jan., 1905, at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 24th December, 1904.

AMERICAN ASIATIC STEAMSHIP
COMPANY.

FOR NEW YORK via SUEZ CANAL

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS.

Steamship	About
"RAS ISSA"	20th January, 1905.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 30th December, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE and YOKOHAMA.

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"NICOMEDIA"	4,370	Wagner	January 9th, 1905.
"NUMANTIA"	4,370	Brehmer	January 31st, "
"ARABIA"	4,483	Bahle	February 20th, "
"ARAGONIA"	5,198	Schuldt	March 12th, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, General Agent

TSANG FOO & CO.

COAL MERCHANTS AND STEVEDORES,
43, DES VŒUX ROAD.SHIPS Coaled from alongside at the shortest
notice, and with all possible despatch.
Prices Moderate. Telephone No. 399.

1st October, 1904.

NOTICE.

BOO CHEONG, of No. 20, Polinger
Street, has always on handFIRST-CLASS WRITING AND PRINTING
PAPERS, AND STATIONERY

of every variety.

Hongkong, 24th November, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES.

From 1st January, 1905.

ALSO REDUCED FARES TO
MANILA AND RETURN.

STEAMERS fitted throughout with Electric
Light, First Class Accommodation. Un-
rivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE.

Hongkong, 1st February, 1905.

STEAM TO CANTON.

THE New Twin Screw Steamers

"KWONG CHOW" 1,139 Tons. Captain J. P. MARTIN.

"KWONG TUNG" 1,138 Tons. H. W. WATKINS.

Leave Hongkong for Canton at 8.30 Every
Evening (Saturday excepted).

Leave Canton for Hongkong about 10.30
Every Evening (Sunday excepted).

These Fine New Steamers have unexcelled
Accommodation for First Class Passengers, and
are lit throughout by Electricity.

Passage Fare—Single Journey \$4.
Meals (Each) 1.

The Company's Wharf is a Short Distance
West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 17th February, 1905.

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING."

Captain E. J. Page, of 1,088 tons, Registered,
is the newest, fastest, and most luxuriously
furnished steamer on the line: and is lighted
throughout with Electricity; hot and cold water
service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY
WEDNESDAY and FRIDAY EVENING,
at 9 P.M. and returning from Canton every
following evening at 5 P.M.

1st Class.....\$3.00 for Single Journey.
2nd ".....1.50
Meals 1.00 each.

The steamer's wharf is at the Western end
of Wing Lok Street.

YUK ON S.S. Co., LD.,
No. 216, Wing Lok Street.

WENDT & Co.,
Canton Agents.

Hongkong, 24th June, 1904.

EXCURSION TO MACAO.

THE Splendid Steamer

"YING KING."

Captain Page, will make an EXCURSION
TRIP TO MACAO, on EVERY SUNDAY,
leaving the Company's wharf at the end of
Wing Lok Street, at 8.30 A.M., and returning
from Macao at 7.30 P.M.

The Steamer will lay alongside the S.S.
Perseverance's wharf at Macao.

FARE:
1st Class Single Ticket \$2.00, with Cabin \$3.00
Return " \$3.00, " \$5.00
Tiffin and Dinner may be had on Board
at \$1 each meal.

YUK ON S.S. Co., LD.,
S. A. NORONHA,
Macao Agent.

Hongkong, 2nd September, 1904.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on
Week Days, at 8 A.M. and on Sun-
days at 8.30 A.M. Departs from Macao on Week
Days at 2.30 P.M. and on Sundays at 6.30 P.M.

FARES:—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; 2nd Class, \$1; 3rd Class, 50 cents.

Every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single,
50 cents, Return, 50 cents; Stewards, 10 cents.

TIFFIN AND DINNER can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of 2s.

On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged 3s
extra.

First Class Passengers, who do not care to
return on the Excursion Steamer, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.

The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.

MING ON & Co.,
2nd Floor, No. 16, Victoria Street.

Hongkong, 5th November, 1904.

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG:

1904. "About"

"GHAZEE".....25th Jan., 1905.

"SATSUMA".....5th Feb., "

For Freight and further information, apply

DODWELL & Co., LIMITED,
Agents.

Hongkong, 30th December, 1904.

Shipping—Steamer.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Company's Steamship

"LAISANG,"

Captain E. J. Tadd, will be despatched as
above, on WEDNESDAY, the 4th January, at
3 P.M.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 28th December, 1904. [1388]

Consignees.

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's Steamship

"LAISANG,"

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.

Cargo impeding the discharge or remaining
on board after 12 o'clock Noon, the 30th
instant, will be landed at Consignees' risk and
expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 28th December, 1904. [1389]

AMERICAN ASIATIC STEAMSHIP CO.

NOTICE TO CONSIGNEES.

FROM NEW YORK, VIA CAPE OF
GOOD HOPE.

THE Steamship

"MASSAPEQUA,"

Captain H. Scott, having arrived from
the above Ports, Consignees of Cargo are
hereby informed that their Goods are being
landed at their risk into the Godowns of the
Wanchai Storage Co., at Wanchai, and stored
at Consignees' risk and expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 4th January will be
subject to rent.

All broken, chafed and damaged goods are
to be left in the Godowns where they will be
examined on the 4th January at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.,
General Agents.

Hongkong, 27th December, 1904. [1386]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"JAVA"

FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by
mark, and delivery can be obtained as soon as
the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex S.S. *Marmora*.

Optional Goods will be landed here unless
instructions are given to the contrary before
1 P.M., TO-DAY.

Goods not cleared by the 31st instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignees'
and the Company's representative at an
appointed hour.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 24th December, 1904. [1384]

OCCIDENTAL AND ORIENTAL

STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"COPTIC,"

The above Steamer having arrived, Consignees
of Cargo are hereby requested to send in
their Bills of Lading for countersignature, and
to take immediate delivery of their Goods from
alongside.

Cargo impeding discharge and undelivered
by FRIDAY, the 30th instant, at Noon,
will be landed and stored at Consignees' risk
and expense.

No Fire Insurance will be effected.

E. W. TILDEN,
Agent.

Hongkong, 27th December, 1904. [1385]

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP "SATSUMA,"
FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Ltd.,
at Kowloon, whence and/or from the wharves
delivery may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 28th instant will be
subject to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
31st instant or they will not be recognised.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 28th instant at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & Co., LIMITED,
Agents.

Hongkong, 23rd December, 1904. [1382]

Consignees.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBRO',
LONDON AND STRAITS.

THE Steamship

"GLENLOGAN,"

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods are being landed at their risk into the
Godowns of the Hongkong and Kowloon
Wharf and Godown Company, Limited, at
Kowloon, where each consignment will be
sorted out mark by mark, and delivery can be
obtained as soon as the Goods are landed.

Goods not cleared by the 31st proximo will
be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the
Godowns, and a certificate of the damage ob-
tained from the Godown Company within
ten days after the steamer's arrival, after which
no claims will be recognised.

MCGREGOR BROS. & GOW.

Hongkong, 29th December, 1904. [1396]

S.S. "AUSTRALIEN."

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London
ex s.s. *Malapan* and *Charante*, from
Havre ex s.s. *Lallier*, in connection with
above Steamer, are hereby informed that
their Goods, with the exception of Opium,
Treasure and Valuables are being landed and
stored at their risk into the Godowns of the
Hongkong and Kowloon Wharf and Godown
Co., Limited, at Kowloon, whence delivery may
be obtained immediately after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before Noon, TO-DAY, requesting it to be
landed here.

Bills of Lading will be countersigned by the
Undersigned, Goods remaining unclaimed after
WEDNESDAY, the 4th January, 1905, at Noon,
will be subject to rent and landing charges.

All claims must be sent in to me on or before
the 4th January, 1905, or they will not be recog-
nised.

All damaged packages will be examined on
WEDNESDAY, the 4th January, at 3 P.M.

No Fire Insurance has been effected.

L. BRIDOU,
Acting Agent.

Hongkong, 28th December, 1904. [1390]

BRITISH INDIA STEAM NAVIGATION

COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"PALAMCOTTA"

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.

Mails.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

Through Bills of Lading issued for BATAVIA,
PERMAN, GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)
THE Steamship

"BENGAL"

Captain G. Phillips, carrying His Majesty's
Mails, will be despatched from this for
BOMBAY, TO MORROW,
December, at Noon, taking Passengers, and
Cargo for the above Ports in connection with
the Company's S.S. "Victoria," 12,000 tons,
from Colombo, Passengers' accommodation in
which vessel is secured before departure from
Hongkong.

Silk and Valuables, all Cargo for France
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London &c. will be
conveyed from Bombay by the R.M.S. "Oriental,"
due in London on the 15th February, 1905.

Parcels will be received at this Office, until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 30th December, 1904. [14]

MESSAGERIES
MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON.

SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, LONDON,
HAVRE, BORDEAUX,
MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "DUMBEA"

Captain Charbonnel, will be despatched for
MARSEILLES on TUESDAY, the 10th
January, at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. AUSTRALIEN 24th January.
S.S. ARNEST SIMONS 7th February.
S.S. POLYNESIE 21st February.

L. BRIDOU,
Acting Agent.

Hongkong, 30th December, 1904. [19]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., AND TACOMA,
VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
Tramontana	9,606	T. W. Garlick.	Ab. Jan. 14
Lyra	4,417	G. V. Williams	Feb. 9
Plutades	3,753	F. G. Purinton	Mar. 4

† Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable
steamer for Manila.

Tramontana, 9,606 T. W. Garlick, Ab. Jan. 3

CHEAP FARES, EXCELLENT ACCOMMODATION,

ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. "Shamoun" and "Tramontana"
have just been fitted with very superior accom-
modation for first and second class passengers.
The large size of these vessels, ensures steady-
ness at sea. Electric fan in each room.

Barber's shop, and steam-laundry. Cargo
carried in cold storage.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
HONGKONG, 24th December, 1904. [12]

NOTICE OF REMOVAL.

A FOOK & Co.,

SHIR AND HOUSE COMPRADORES,
have this day

REMOVED

TO

No. 12, BOTTLING STREET,
(opposite their old establishment).

Hongkong, 24th November, 1904. [118]

For Sale.

FOR SALE.

ONE VERTICAL ENGINE with Fly
Wheel and Governor, one cylinder 9 1/2
inches diameter by 8 inch stroke.
One VERTICAL ENGINE with Fly Wheel
and Governor, one cylinder 12 1/2 inches diameter
by 18 inch stroke.
One VERTICAL ENGINE with Fly Wheel
and Governor, two cylinders 9 1/2 inches diameter
by 12 inch stroke.
One HORIZONTAL ENGINE with Fly
Wheel and Governor, one cylinder 11 1/2 inches
diameter by 36 inch stroke.
One HORIZONTAL ENGINE with Fly
Wheel and Governor, one cylinder 16 inches
diameter by 30 inch stroke.
The above can be inspected, and all parti-
culars obtained, upon application to the
Manager, Kowloon Dock.

W. B. DIXON,
Chief Manager.

Hongkong, 10th December, 1904. [1330]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 37 1/2 lbs. net \$5.00 per Cask.

In Bags of 250 lbs. net \$3.20 per Bag

ex Factory.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 2nd September, 1904. [783]

FOR SALE.

INCANDESCENT
GASOLINE

LAMPS

OF ALL DESCRIPTIONS,
from the best makers.

INCANDESCENT
MANTLES,

CHIMNEYS,

GLOBES,

SHADES, &c.,

FOR

GASOLINE AND GAS

LAMPS

at the most moderate
prices.

Lamps fixed up for
buyers free of charge.

Naphtha of the best
kind kept in stock.

TAI KWONG CO.,

55, Lyndhurst Terrace.

Hongkong, 2nd May, 1904. [11]

To Let.

TO LET.

GODOWNS Nos. 100 and 101, Praya East,
with Water Frontage.

Apply to—

"VICTORIA BUILDINGS"
Hongkong, 28th December, 1904. [1394]

TO LET.

EUROPEAN HOUSES, Nos. 2 to 4, 6 to 8
av. 10 to 15, GAP ROAD, facing Race
Course, within reach of the Electric Cars,
thoroughly cleaned and colour-washed, in flats
or whole.

Apply to—

S. A. SETH,
Land and Estate Broker,
Dairy Farm Co., Ltd.

Hongkong, 17th November, 1904. [996]

TO LET.

WILDL DELL BUILDINGS, No. 147,
WAN CHAI ROAD, comfortable and
Airt Flats of 2 or 3 Rooms, from \$45 inclusive
of Taxes.

No. 13, MOSQUE JUNCTION.

And others to suit various requirements.

S. A. SETH,
Land and Estate Broker,
Dairy Farm Co., Ltd.

Hongkong, 14th October, 1904. [49]

TO LET.

GODOWN No. 3, New Praya, Kennedy
Town.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 21st November, 1904. [1239]

TO LET.

NO. 1, STEWART TERRACE,
THE PEAK.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 26th March, 1904. [436]

TO LET.

NO. 1, RIFON TERRACE.

A HOUSE in WONG NEI CHONG ROAD,
FLATS in MORTON TERRACE, facing
Polo Ground.

OFFICES in course of erection, COM,
NAUGHT ROAD (near BLAKE PIER).

GODOWNS, PRAYA EAST.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 2nd December, 1904. [956]

TO LET.

ONE ROOM on the First Floor of
ALEXANDRA BUILDINGS.

Apply to—

SECRETARY,
A. B. Watson & Co., Limited.

Hongkong, 10th December, 1904. [739]

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973	\$1,492,554	Div. of £1.10/6 @ exchange 1/9 15/16 \$16.41 for first half-year 1904	5 1/2 %	\$715 London 270 1/2
National Bank of China, Limited.	99,925	£7	£7	\$1,400,000 \$1,739	\$21,668	\$2 (London 3/6) for 1903	5 1/2 %	\$39
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,400,000 \$1,739	\$150,494	\$17 for 1903	6 1/2 %	\$250 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$500,000 \$151,993 \$362,366 \$374,445	Nil.	\$4 1/2 for year ended 30.4.1904	7 1/2 %	\$58
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Final of 1903 making £1 for 1903	8 1/2 %	Tls. 66 1/2 & 1/2
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,850,000 \$20,000 \$372,749 \$395,110 \$816,773 \$700,000 \$37,794 \$1,000,000 \$125,675 \$1,170,288	\$2,078,997	\$35 for 1903	6 %	\$690 sellers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$2,000,000 \$100,000 \$125,675 \$1,170,288	\$486,284	\$12 for 1902	8 %	\$150
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$125,675 \$1,170,288	\$329,047	\$6 dividend & \$1 bonus for 1902	8 %	\$90 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,170,288	\$371,110	\$22 1/2 for 1902	6 1/2 %	\$330 sales
SHIPPING, TUG AND CARGO BOATS.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	none	Dr. \$63,123	\$5 for 1900	6 %	\$23 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$185,000 \$80,915 \$250,000 \$600,000 \$157,555	Nil.	\$3 for year ended 30.6.1903	6 %	\$33 1/2 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$200,000 \$100,000 \$100,000	\$16,362	\$1 1/2 for first half-year 1904	10 1/2 %	\$28 sales
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$200,000 \$100,000 \$100,000	\$5,853	10/- for 1903 @ 1/10 5/16 = \$5.378	4 1/2 %	\$127 buyers
Shanghai Tug and Lighter Company, Limited. (Preference)	200,000 100,000	Tls. 50 Tls. 50	Tls. 50 Tls. 50	none	Tls. 55,541	Interim of Tls. 2 for 1904	9 1/2 % 7 1/2 %	Tls. 50 sales Tls. 48 sales
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	\$400,000 \$60,000 \$15,093 \$400,000 \$21,75 \$18,000 \$130,153 Tls. 98,000 Tls. 201,614	\$19,555	Interim of 1/- (Coupon No. 4) for 1903	4 1/2 %	26/- sales
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$400,000 \$21,75 \$18,000 \$130,153 Tls. 98,000 Tls. 201,614	\$1,287	\$1.80 & b. 40 cts. for year ending 30.4.04 \$0.90 & b. 20 cts.	5 1/2 % 3 1/2 %	\$40 \$30
Straits Steamship Company, Limited	5,000	\$100	\$100	\$400,000 \$21,75 \$18,000 \$130,153 Tls. 98,000 Tls. 201,614	\$33,648	\$5 for 2nd & 4-year making \$13 for 1903	9 %	\$145 sellers
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	\$400,000 \$21,75 \$18,000 \$130,153 Tls. 98,000 Tls. 201,614	Tls. 865	Interim of Tls. 1 1/2 for 1904	10 %	Tls. 30 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Interim of \$5 for 1903	...	\$226 buyers
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,905	\$3 for 1897	...	\$16 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,635	Tls. 2 1/2 for year ending 30.6.04	4 1/2 %	Tls. 57 1/2 ex div.
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$400,000 \$21,75 \$18,000 \$130,153 Tls. 98,000 Tls. 201,614	\$7,820	No. 3 of 1/6 50 cents making G. \$1 for 1904	6 1/2 %	Tls. 6 1/2 buyers
Oriental Consolidated Mining Company, Limited	50,000	G. \$10	G. \$10	none	G. \$67,091	50 cents making G. \$1 for 1904	...	G. \$10 sales
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	\$400,000 \$21,75 \$18,000 \$130,153 Tls. 98,000 Tls. 201,614	\$4,029	No. 12 of 1/4 = 48 cents	...	\$4 sellers
SOCIÉTÉ FRANÇAISE DES CHARBONNAGES DU TONKIN.								
DOCKS, WHARVES & GODOWNS.	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 Fcs. 1,520,642	Fcs. 85,766	Final of Fcs. 25 making Fcs. 55 for 1903	...	\$490
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$70,000 \$50,000 \$20,000	\$10,517	\$3.75 for 1903	8 %	\$45 sellers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	30,000	\$50	\$50	\$70,000 \$50,000 \$20,000	\$28,415	Interim of \$2 1/2 for 1904	4 1/2 %	\$11 1/2 sales
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$70,000 \$50,000 \$20,000	\$505,471	\$5 dividend and \$2 bonus for first half- year 1904	7 1/2 %	\$215 buyers
Howarth Erskine, Limited	12,000	\$100	\$100	\$70,000 \$50,000 \$20,000	\$60,000	\$10 div. & \$5 bonus for year end. 30.6.04	4 1/2 %	\$203 buyers
New Amoy Dock Company, Limited	6,000	\$60	\$60	\$70,000 \$50,000 \$20,000	\$489	\$1 1/2 for 1903	4 1/2 %	\$27 sellers
Riley Hargreaves & Co., Limited. (Preference)	2,750 2,750	\$100 \$100	\$100 \$100	\$70,000 \$50,000 \$20,000	\$4,936	\$10 div. and \$2 1/2 bonus for 1903	6 1/2 % 7 1/2 %	\$192 1/2 sellers Tls. 167 1/2 sales
S. C. Farnham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	\$70,000 \$50,000 \$20,000	Tls. 48,153	\$7 dividend for 1903	7 1/2 %	Tls. 125 buyers
Shanghai and Hongkong Wharf Company	34,000	Tls. 100	Tls. 100	\$70,000 \$50,000 \$20,000	Tls. 48,153	Tls. 7 final = Tls. 12 for year end. 30.4.04	8 1/2 %	Tls. 125 buyers
Tanjong Pagar Dock Company, Limited	37,000	Tls. 100	Tls. 100	\$70,000 \$50,000 \$20,000	\$43,712	Interim of Tls. 4 for 1904	5 %	\$230 sales
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	\$70,000 \$50,000 \$20,000	Tls. 1,760	\$6 for first half year 1904	4 1/2 %	Tls. 187 1/2 sales
LANDS, HOTELS & BUILDING.								
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	none	\$9,689	\$2 1/2 for year ended 30.6.1904	9 %	\$28 sales
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	Tls. 41,000	Tls. 655	Interim of Tls. 4 for 1904	8 %	Tls. 148 sales
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	Tls. 41,000	Tls. 655	Interim of Tls. 2	...	Tls. 55
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000 \$50,000 \$50,000	\$1,066	Interim of \$6 for 1904	8 %	\$147 sellers
Hongkong Land Investment and Hotel des Colonies Company, Limited (Shanghai)	50,000	\$100	\$100	\$500,000 \$100,000 \$400,000	Tls. 680	Tls. 0.87 1/2 for the year ending 31.3.1904	4 1/2 %	Tls. 10 sales
Humphreys Estate & Finance Company, Limited	100,000	\$10	\$10	\$200,000 \$50,000 \$150,000	\$9,177	90 cents for 1903	7 1/2 %	\$124 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$30	none	\$636	\$2.60 for 1903	4 1/2 %	\$38 1/2 buyers
Shanghai Land Investment Company, Limited	54,000	Tls. 50	Tls. 50	Tls. 800,000 Tls. 150,000 Tls. 17,144	Tls. 37,634	Interim of Tls. 3 for 1904	7 %	Tls. 117 buyers
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Dr. Tls. 2,132	Interim of Tls. 3 1/2	...	Tls. 44 buyers
Tientsin Land Investment Company, Limited	7,740	Tls. 100	Tls. 100	Tls. 14,626	Tls. 325	Interim of Tls. 3 for 1903	7 %	Tls. 125
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None	...	Tls. 12 buyers
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,562	Interim of \$1 1/2 for 1904	5 %	\$59 sellers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.3.1903	4 1/2 %	Tls. 25 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$0	\$10	none	\$27,862	50 cents for the year ending 31.7.04	3 1/2 %	\$13
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 50,000 Tls. 35,727	Tls. 13,629	Interim of 3 % a/c 1898	...	Tls. 25 sales
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 15,500	Interim of 4 % a/c 1898 on 6,000 shares	...	Tls. 2 sales
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 5,658	Tls. 26,389	4 % for 1897	...	Tls. 150
CIGARS AND TOBACCO CO.								
Alhambra, Limited	300	\$200	\$200	\$779	nil	\$125 for year ending 30.6.1900	...	\$90 buyers
Philippine Company, Limited	7,500	\$10	\$10	...	...	First year	...	\$1
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000 Tls. 25,000	Tls. 1,091	Interim of Tls. 3	9 %	Tls. 65 sales
MISCELLANEOUS.								
A. S. Watson & Co., Limited	50,000	\$10	\$10	\$250,000 \$25,000	\$2,883	Interim of 50 cents for 1904	8 %	\$124
Bell's Asbestos-Eastern Agency, Limited	8,664	12/6	12/6	none	\$161	6d. per share for 1903	5 1/2 %	\$1
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$50,000	\$596	\$3 for 1903	7 1/2 %	\$30 buyers
Central Stores, Limited	6,700	\$15	\$12	\$200,000	\$1,253	Interim of \$1.20 for 1904	1 1/2 %	\$22 sellers
Do. (Founders)	123	\$15	\$7 1/2	...	...	None	...	\$100
Do. (New Issue)	24,000	\$12	\$2	...	...	Preferential of 7 per cent for 1904	6 1/2 %	\$8 sellers
China-Borneo Company, Limited	60,000	Tls. 50	Tls. 50	none	Nil.	60 cents for 1903	4 1/2 %	\$14 1/2 sales
China Flour Mill Co., Limited	4,000	\$10	\$10	none	\$3,739	Tls. 6 for 1913	8 1/2 %	Tls. 75 sales
China Light and Power Company, Limited	30,000	\$10	\$10	none	\$1,171	None	...	\$94 sales
China Provident Loan & Mortgage Company, Ltd.	100,000	\$7 1/2	\$6	none	\$1,171	80 cents for 1903	8 1/2 %	\$12 sales
Dairy Farm Company, Limited	25,000	Tls. 50	Tls. 50	none	Dr. Tls. 153,318	\$1 1/2 for year ending 31.7.1903	...	Tls. 10 sales
E. L. Mondon, Limited	7,000	\$50	\$50	\$111,500	\$2,760	\$5 div. and \$2 1/2 bonus for 1903	...	\$100 sales
Fraser and Neave, Limited	4,000	\$10	\$10	\$190,000	\$32,115	\$1.50 for 1903	5 1/2 %	\$30 sellers
Green Island Cement Company, Limited	100,000	\$20	\$20	\$180,000	\$13,104	Interim of \$1	14 1/2 %	\$25 sales
Haji & Hols, Limited	21,000	£10	£10	\$23,109	\$7,425	£1 div. and 2 1/2 bonus for 1903	7 1/2 %	\$160 buyers
Hongkong & China Gas Company, Limited	7,000	\$10	\$10	...	...	\$1.00 for year ending 31.3.1904	6 1/2 %	\$15 buyers
Hongkong Electric Company, Limited	30,000	\$10	\$5	none	\$1,747	\$1 for year ending 30.11.1904	5 1/2 %	\$90 buyers
Hongkong High-Level Tramway Company, Ltd.	1,250	\$100	\$100	\$50,000	\$3,790	Interim of \$4 for 1904	8 1/2 %	\$165 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$35,000	\$8,844	Interim of \$4 for 1904	6 1/2 %	\$351
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$50,000	\$8,395	Final of 1903 and special bonus making \$1.40 for the year ended 30.6.04	6 1/2 %	\$100 buyers
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$2,500	\$299	\$13 for 1903	6 1/2 %	\$155 buyers
Kat Brothers, Limited	10,000	\$100	\$100	\$375,000	\$11,682	Interim of \$5	6 1/2 %	\$140 buyers
Lane, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	none	...	£1 1/4 quarterly of Tls. 5 paid 15.12.04	...	Tls. 27 1/2 sales
Maatschappij tot Exploitatie van Luchtvaart in Langkat	25,000	G. 100	G. 100	Tls. 334,669 Tls. 11,143	Tls. 27,187	\$2 for year ending 31.12.1904	13 1/2 %	\$17 buyers
Maynard and Company, Limited	3,400	\$10	\$10	none	\$803	Final of \$3 making \$5 for the year ending 30.6.04	9 %	\$55 sales
S. Moutrie & Company, Limited	4,000	\$50	\$50	\$4,000	\$832	None	...	\$59
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	none	Dr. \$5,537	Interim of Tls. 3 1/2 for 1904	8 %	Tls. 101 sales
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 100,000 Tls. 108,177	Tls. 7,548	Tls. 5 for 1903	5 1/2 %	Tls. 90 sellers
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 10,247	Tls. 3,388	Interim of Tls. 6 for 1901	7 1/2 %	Tls. 101
Shanghai Paper and Paper Company, Limited	4,500	Tls. 20	Tls. 20	Tls. 10,000	Tls. 7,369	Interim of 15/- for 1904	6 %	Tls. 400 buyers
Shanghai Waterworks Company, Limited	7,000	\$50	\$50	\$6,000	\$800	\$5 for year ended 31.7.1903	6 1/2 %	\$80
Singapore Dispensary, Limited	6,000	\$25	\$25	none	Dr. \$39,000	None	...	\$25 nominal
South China Morning Post, Limited	5,000	\$5	\$5	none	\$3,644	60 cents for year ended 31.3.04	8 1/2 %	\$7 sales
Steam Laundry Company, Limited	10,000	\$10	\$10	none	...	First year	...	\$100 sales
Straits Ice Company, Limited	1,000	\$100	\$100	\$45,000	\$3,493	\$7 1/2 for second half year 1903	7 1/2 %	\$38 1/2 buyers
Straits Trading Company, Limited	250,000	\$10	\$10	\$650,000	\$3,493	ended 30.3.1904	...	T.Tls. 110
Tientsin Native City Waterworks Company, Ltd.	2,241	Tls. 100	Tls. 100	none	Tls. 413	Tls. 2 for half year	6 1/2 %	T.Tls. 130
Tientsin Waterworks Co. Company, Limited	3,000	T.Tls. 100	T.Tls. 100	Tls. 15,259	Tls. 607	Final of Tls. 4 making Tls. 8 for 1903/4	...	\$61 buyers
United Asbestos Oriental Agency, Limited	8,000	\$10	\$10	\$20,000	\$480	90 cents for year ended 31.3.1904	...	\$100 buyers
Do. (Founders)	100	\$10	\$10	\$4,802	\$1,042	\$2.70 for year ended 31.3.1904	10 1/2 %	\$91 buyers
Watkins, Limited	10,000	\$10	\$10	\$5,000	\$482	\$1 for 1903	9 1/2 %	\$14 1/2 buyers
William Powell, Limited	12,000	\$10	\$10	\$5,000	\$482	Final of 70 cents for 1903	9 1/2 %	\$14 1/2 buyers